

TENTH REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

Atlantic & Gulf Rail Road Co.

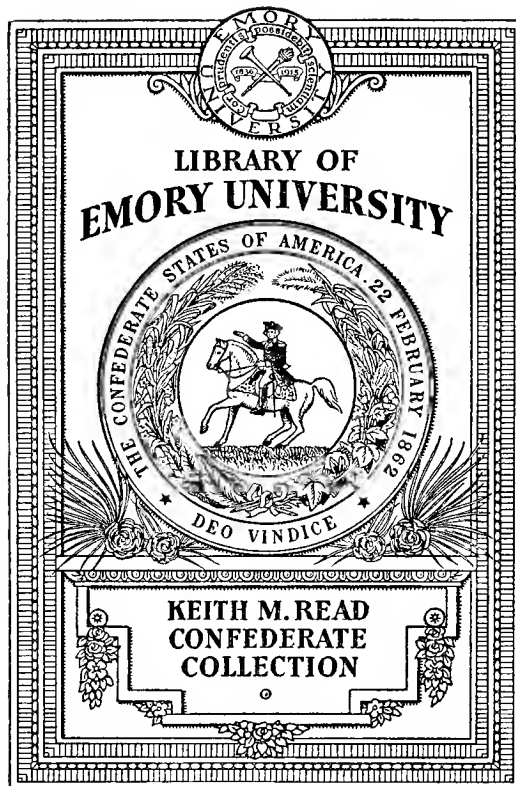
TO THE STOCKHOLDERS,

January 1st, 1864.

SAVANNAH, GA.

GEORGE N. NICHOLS, PRINTER.

1864.



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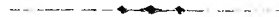
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BOARD OF DIRECTORS.

JOHN SCREVEN, President,

John Boston,

William Duncan,

John Stoddard,

R. D. Arnold,

Solomon Cohen,

E. C. Anderson,

Hiram Roberts,

Charles Green,

John W. Anderson,

H. D. Weed,

C. A. L. Lamar,

Wm. B. Hodgson,

W. H. Wiltberger,

C. J. Munnerlyu,

A. T. McIntyre,

J. W. Spain,

F. G. Arnett.

REPORT.

Office Atlantic and Gulf Rail Road Co.,

SAVANNAH, JANUARY 1, 1864.

The President and Directors, composing the consolidated Boards of Directors of the late Savannah, Albany and Gulf and Atlantic and Gulf Rail Road Companies, respectfully present to the Stockholders the following Report upon the condition of the affairs of the new or consolidated Company during the past eight months. In current series, it would be the Fifth Annual Report of the latter and the Tenth of the former Company. As the Reports of the Atlantic and Gulf Rail Road Company related chiefly to the history of the construction of its Road, which was operated by the trains of the Savannah, Albany and Gulf Rail Road Company, as the construction advanced, all accounts of receipts and earnings passing through the records of the latter, this Report is, therefore, considered as continuing the current series of the older Company. and is styled the Tenth.

The fiscal year of the old Atlantic and Gulf Rail Road Company terminated on the 31st of January, that of the Savannah, Albany and Gulf on the 30th of April. These periods having been doubtless fixed to suit the exigencies of the Companies in their inception, have been found, as they have advanced, to be productive of inconvenience, as the customary time for closing all business is the beginning of the year, while it has been also found that too little time had been before allowed for the preparation of the Annual Report between the close of the year and the Annual Meeting of the Stockholders. It is believed that the present arrangement for the close of the fiscal year, on the 31st of December, and for the Annual Meeting of the

Stockholders on the second Wednesday in February, will be found advantageous to the interests of the Company and more convenient to the Trustees of its affairs. The consolidation of the two Companies took effect on the 1st of May, 1863. Hence the present Report is upon the affairs of the Company for eight months, beginning on the 1st of May, and terminating on the 31st of December, 1863.

The Treasurer's balance, and the Report of the Superintendent appended hereto, will afford a correct view of the operations of the Company during this period.

The total cash receipts for the past two-thirds of a year, amount to \$630,106 85, or at the rate of \$78,763 35 per month. Of this \$347,666 85 or 56 $\frac{7}{8}$ per cent. have been paid out for the ordinary and extraordinary expenses of the Road. After these disbursements, and the payment of \$221,916 52 for dividends, declared upon the consolidation of the Companies, and 8 per cent. from earnings, declared in December last, there remains reserved :

Cash,	-	-	-	-	\$71,762 65
Uncollected Bills,	-	-	-	-	30,930 52
Due by Confederate States,	-				65,670 24
Due by J. M. Potter, Agent,				-	6,022 18
Bonds State of Georgia,			-	-	73,000 00
Unpaid Instalments, State of Georgia,			-	-	100,000 00
Confederate 8 per cent Bonds,		-		-	11,300 00
Augusta and Savannah Rail Road Stock,			-		700 00
					<hr/>
					\$359,385 59

To which add the value of 2001 shares of Stock retired in the consolidation of the old companies, and now the property of the new corporation.

This condition of the financial affairs of the Company should be satisfactory to its Stockholders. It is in the greatest degree justly ascribable to the consolidation of the Stocks of the two old Companies. Projected by the same authors, designed for the same ends, and separate only from circumstances contingent to their early condition, their final union has harmonized their common interests, composed

every cause of conflict, and joined them in an economy promising certain benefit and success.

The income of the Company has been much reduced by the well known disproportion between prices and freights, but chiefly by the want of Rolling Stock, which it has been impossible to procure. The establishment of the blockade, contemporaneous with the completion of the Road to Thomasville, prevented the possibility of obtaining an adequate equipment of Locomotives, or to furnish the Machine Shops of the Company with the necessary tools for construction and repair. Under these untoward circumstances, it has been the misfortune of the Atlantic and Gulf Rail Road Company to operate the longest line of Rail Road in the State of Georgia, the outlet of the products of \$40,000,000 of her taxable property, to which should be added a large amount of the products of the State of Florida.* The whole number of Locomotives on the Road in 1862 was ten, in January, 1863, this number was increased to twelve, in November, 1863, to fourteen. Thus in 1862 the Road was operated with one Locomotive to 20 miles—in 1863, from November last, with one Locomotive to 14 1-7 miles. The equipment of the Central Rail Road in 1862 was one Locomotive to every 3 ¼ miles; of the Macon and Western Rail Road one to 6 4-10 miles; of the South Western Rail Road one to 9 ¼ miles. The average number of miles run to the Locomotive on these Roads in 1863 was 10854; on the Atlantic and Gulf Rail Road, 18993. In 1863, the average mileage on the latter Road was 16727 for Ten Locomotives, the remaining Engines being a Shifting Engine, and two others, placed on the line as late as November last.

This brief comparison, while it proves that the Rolling Stock of the Company has not been idle, betrays its real inadequacy to the work to be performed, and that the excessive employment, to which it is subjected, must produce corresponding wear and tear. The want of well furnished

*It is interesting to know that the value of the principal articles of Freight, passing over the Road in the last 8 months, amounts at Government rates for the most part, to \$21,000,000.

Machine Shops for construction and repairs is therefore deeply felt. The Company has been dependent to a large extent upon outside skill for repairs, which can only increase in amount with the prolongation of the war. Thus, while the work is not always thoroughly performed, its expensiveness is a serious and growing burthen on the earnings of the Company. Indeed, the want of furnished workshops is felt through the whole mechanical economy of the Road. It is proper that these facts should be made known, as they explain, not merely some of the most pressing difficulties of the trying period through which the Road is now passing, but trace to their legitimate sources the extraordinary expensiveness of this important department.

To such causes of an unusual disproportion between earnings and expenditures is to be added the constantly increasing value of all Rail Road supplies. The increment of values has far more than doubled within twelve months. Our rates of transportation have not been proportionately augmented, for we have been unwilling to add, without more evident necessity to the cost, especially, of food supplies. But the time seems to be approaching, when the scarcity and almost fabulous prices of material will force the rates of Rail Road transportation to a point which can no longer be esteemed cheap. The rates of Freight of this Company were advanced one hundred per cent. during the past year, and a further increase of one hundred per cent. has been directed to take effect this day. The rates of passage have been recently advanced $33\frac{1}{3}$ per centum, or to 8 cents per mile. Thus the tariff of Freight has been increased three hundred per centum, and of passage 78 per centum, yearly. Railroad supplies have advanced in price since January last from 1000 to 1500 per centum. The wages of Rail Road mechanics have been raised in the same period 150 per centum.

The usual condition of the finished portion of the Road has been maintained without material change. During this year, however, a very large expenditure will be necessary for the renewal of Cross Ties and Bridges, especially upon those

divisions of the line lying East of the Altamaha and West of the Withlacoochee Rivers. The timber growing West of the latter River, being of recent origin, is not of a durable character, and when used as Cross Ties, requires renewal within three years after being laid. In consequence of this fact the want of Ties upon the division West of the Withlacoochee is seriously urgent. Some purchases of land have been made, during the past year, for procuring Cross Ties, as the prices demanded by contractors have been found inadmissible. Such supplies must not be allowed to depend exclusively on the concerted action of monopolies along the line of the Road.

The oldest rail on the Road, that nearest to Savannah, is somewhat worn, but will bear the trial of two or three years more. The Company has a sufficient supply of new rail to relay any small portions of track that may become dangerous in that period.

The work of grading the unfinished portion of the line beyond Thomasville is still being slowly carried on. The total amount graded is 30 miles, reaching to a point about 5 miles from Bainbridge, and leaving ungraded 133,423 cubic yards. Fifteen miles of the portion next to Thomasville is completely bridged, and for the greater part furnished with cross ties. There is much damage to all the unfinished portions of the Road from unrepaired washes and slides, but it is believed that the eventual pecuniary loss from those causes will not be large.

The consolidation of the Stocks of the Savannah, Albany and Gulf and Atlantic and Gulf Rail Road Companies, forming a most important feature in their common history, the general proceedings of both companies, under their Charter of consolidation, are here embodied as a matter of record as well as of general interest. The proceedings will explain themselves, and are therefore introduced without comment.

SAVANNAH, JUNE 15, 1863.

To the Stockholders of the Savannah, Albany and Gulf and Atlantic and Gulf Rail Road Companies.

The General Assembly, at its late extra session, having passed an Act assented to on the 18th of April last, "authorizing and empowering the Savannah, Albany and Gulf, and the Atlantic and Gulf Rail Road Companies to consolidate their Stocks upon such terms and conditions as may be agreed upon by the Directors and ratified by a majority of the Stockholders thereof," the President and Directors respectfully report to the Stockholders that they have taken this important subject into full consideration, and after a conference between the Boards of Directors through their joint committee, present the following Report embodying a plan of consolidation unanimously adopted by the Board of Directors of each Company, and which is recommended for the ratification of the Stockholders :

REPORT OF THE JOINT COMMITTEE.

The undersigned, joint committee appointed by the Directors of the Savannah, Albany and Gulf Rail Road Company, and the Atlantic and Gulf Rail Road Company, recommend the following plan of consolidation, to wit: that the actual cost of each Road and its appurtenances shall be the basis upon which the two Roads shall be consolidated, that the amount of such cost over and above the issue of Bonds and Stock shall be represented by an issue of new Stock, to be divided rateably to the Stockholders in each Company, and that the two Companies shall be thus consolidated.

That to settle on the above basis, the Secretary shall be instructed to prepare tables exhibiting the actual cost of each Road and its appurtenances on the 30th of April, 1863, and also the amount of scrip to be issued to the Stockholders in each Company, the object of this mode of settlement being to leave each Stockholder in the new Company in the same relative situation as to property in the Company, as he occupied in the old Companies.

And we further recommend that the two Boards of Directors of said Companies shall remain in office and act jointly until the second Monday in February next, on which day there shall be an election for Directors of the consolidated Company.

And that the fiscal year of the consolidated Company shall terminate on the 31st of December of each year.

[Signed.]

SOLOMON COHEN, } Committee of
JOHN STODDARD, } Sav. A. & G.
HENRY D. WEED, } R. R. Co.

A. T. MACINTYRE, } Committee of
C. J. MUNNERLYN, } Atlantic & G.
WM. B. HODGSON, } R. R. Co.

It will be observed that the report of the joint committee directs the statement of the Secretary to be based upon the actual cost of the Road and its appurtenances on the 30th of April, 1863, but as it was found necessary to include the assets of each Company, in order to make a just basis of consolidation, the Secretary has drawn his statement from the financial status of each Company on the 1st of May, 1863, the date upon which the accounts of the fiscal year of the Savannah, Albany and Gulf Rail Road Company are finally closed. By this means the total indebtedness of that Company to the Atlantic and Gulf Rail Road Company in their adjustment of earnings is made to appear in its proper relations of assets and liability.

The statement of the Secretary is as follows:

SAVANNAH, ALBANY & GULF RAIL ROAD.

Construction Account,	\$1,348,495 28	
Less Discount on Bonds,.	73,395 62	1,274,899 66
Right of Way,.		16,387 77
Rolling Stock,.		202,703 52
Savannah Depot,.		63,667 95
Screven Depot,.		558 33
Florida Branch Rail Road,.		75,726 28
Interest paid on Bonds for do. .		2,107 58
Improvements in Savannah Depot,.		52,698 72
Connecting Line to Central Rail Road,.		4,677 47
Branch to Lamar's Canal,.		3,025 00
Machine Shop at Thomasville,.		8,000 00
Cost of Road and Appurtenances,.		1,704,452 28
ASSETS.		
Stock Shares in A. & G. R. R. Co. .	200,100 00	
" Augusta & W. R. R. Co.,.	700 00	

Confederate Bonds,	4,500 00	
L. M. Hamilton, Agent,	15,914 79	
Confederate States,	66,614 83	
Cash in Merchants & Planters Bank,	31,334 76	319,164 38

Road and Assets,		2,023,616 66
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LIABILITIES.

Capital Stock,	1,371,300 00	
7 per cent. Guaranteed Stock for Florida Branch,	76,400 00	
Company's Bonds,	341,200 00	
Due the Atlantic & Gulf R. R. Co.,	192,377 68	1,981,277 68

Balance due Stockholders,		42,338 98
Add 2½ per cent. dividend on 2001 shares Atlantic & Gulf Rail Road,		4,502 25

46,841 23

A dividend of 3½ per cent. on 13713 shares of Stock will amount to,		46,381 37
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Leaving undivided,		\$459 86
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ATLANTIC AND GULF RAIL ROAD COMPANY

Construction Account,	\$1,104,328 91	
Surveys and Engineering,	48,295 14	
Screven Depot,	525 00	
Right of Way,	81,154 87	
Extended Surveys,	6,141 53	
Iron Rails, Chairs and Spikes,	577,396 59	
Freight, Wharfage and Drayage,	38,424 82	

1,856,266 86

ASSETS.

D. W. Orr, Contractor, . . . . .	.553 01	
Bonds of the State,	73,000 00	
Confederate Bonds,	6,800 00	
Due by S., A. & G. R. R.,	192,377 68	
Cash,	35,290 70	308,021 39

Value of the Road,		2,164,288 25
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LIABILITIES.

Capital Stock.	\$1,626,720 00	
Company's Bonds. „.	500,000 00	2,126,720 00
		<hr/>
Balance due Stockholders.		37,568 25
A dividend of $2\frac{1}{4}$ per cent. on 16267 1-5 shares will require		36,601 20
		<hr/>
Leaving Undivided,.		\$967 05

The amount to be divided to the Stockholders of the Savannah, Albany and Gulf Rail Road is $3\frac{3}{8}$ per cent. on \$1,317,300 of Capital Stock—to the Stockholders of the Atlantic and Gulf Rail Road $2\frac{1}{4}$ per cent. on \$1,626,720 of Capital Stock, making the sum total to be divided by the consolidated or new Company \$82,982 57. It is proposed in the Report of the Joint Committee, not, however, intending it as an absolute recommendation, to cause this sum to be issued in Script, but as this mode of distribution will involve, without necessity, an extension of Capital Stock, it is advised that this dividend be paid in cash. The amount of Capital Stock will thus remain unchanged, and two thousand and one (2001) shares of the Stock of the Atlantic and Gulf Rail Road, belonging to the Savannah, Albany and Gulf Rail Road Company, becomes the property of the new Company, and may be disposed of at any time without increasing the amount of Capital Stock now belonging to both Companies.

The consolidation of the two Companies places their financial affairs in the condition shown in the following united balance :

The affairs of the Consolidated Company will stand as follows, if the consolidation takes place to date the 1st day of May, 1863.

CR.

Retired Stock Atlantic and Gulf R. R. Co.	200,100 00
Stock Augusta & Waynesboro' Rail Road.	700 00
Construction Account.	3,123,082 27
Right of Way	97,542 64
Rolling Stock.	202,703 52
Savannah Depot.	63,667 95
Screven Depot.	1,083 33
L. M. Hamilton, Agent	15,914 79
Florida Branch Rail Road.	75,726 28

Improvement Savannah Depot.	52,698 72
Confederate Bonds.	11,158 13
Connecting Line to Central Rail Road.	4,677 47
Branch to Lamar's Canal	3,025 00
Machine Shop at Thomasville.	8,000 00
Confederate States.	66,614 83
D. W. Orr.	553 01
Bonds of the State of Georgia.	73,000 00
Cash.	66,625 46
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	\$4,066,873 40

DR.

Capital Stock.	\$2,998,020 00
Special Guaranteed 7 per cent Stock	76,400 00
Company's Bonds..	841,200 00
Profit and Loss, A. & W R. R.	147,648 90
Suspense Account.	3,604 50
	<hr/>
	\$4,066,873 40

In reviewing this statement it is found that the property and liabilities of the new Company are as follows:

PROPERTY.

Value of Road, Depots, Buildings and other permanent property ..	\$3,429,503 66
Cash and personal property, including Rolling Stock and	\$200,100
Retired Stock.	637,369 74
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	\$4,066,873 40

LIABILITIES.

Capital Stock.	\$2,998,020
Special Guaranteed Stock.	76,400
Company's Bonds	841,200
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	3,915,620 00

Assets remaining over and above all Liabilities. ...\$151,253 40

The Joint Committee has further recommended that the present Boards of Directors of the old Companies serve as a consolidated Board for the new Company until the second Wednesday in February next. This recommendation becomes the more forcible, as the meetings of the Stockholders of each Company must, of necessity, be separate until consolidation is effected, and a new Board

cannot be chosen without again calling together the Stockholders of the new Company.

The recommendation that the fiscal year of the new Company shall terminate on the 31st of December, of each year, is of importance. It is the period, when it is universally customary to close annual business of every nature, and we can now discover no good reason for continuing to observe the present rule of either Company terminating the fiscal year either on the 31st of January or the 30th of April.

Respectfully submitted,

JOHN SCREVEN,

President A. & G. and S., A. & G. R. R. Cos.

The foregoing Report was submitted to a called meeting of the Stockholders of the Savannah, Albany and Gulf Rail Road Company, on the 17th of June, 1863, 11,180 Shares of Stock being represented. The action of the Board of Directors was ratified by the passage unanimously of the following resolution :

“Resolved, That an Act of the General Assembly, entitled “An Act to authorize the consolidation of the Stock of the Savannah, Albany and Gulf Rail Road Company and the Atlantic and Gulf Rail Road Company, and for other purposes, assented to April 18th, 1863,” is accepted by the Stockholders of this Company, and that they hereby approve and ratify the terms and conditions of consolidation agreed upon by the Boards of Directors of this and of the Atlantic and Gulf Rail Road Company.”

On the 30th of June, 1863, the terms and conditions of consolidation, recommended by the Board of Directors of the two Companies, were also ratified by the Stockholders of the Atlantic and Gulf Rail Road Company by the following resolution :

“Resolved, That the Act of the General Assembly, assented to on the 18th of April, 1863, granting authority to consolidate the Stocks of this Company and that of the Savannah, Albany and Gulf Rail Road Company, (13,486 Shares out of 16,218 being represented in this meeting,) is

hereby accepted, and that the terms and conditions of consolidation agreed upon by the Directors, and embodied in the Report of the President and Directors to this meeting, are hereby accepted and ratified; said consolidation to begin and take effect from the 1st day of May, 1863, and that the Directors have authority to divide the surplus and distribute it among the Stockholders, either in Stock, Script or Cash as the Directors may select."

Thus, the consolidation of the two Companies was in conformity with the Act of the Legislature by which it was authorized. The terms and conditions of the consolidation were not, however, complete, as it was deemed most expedient to allow time to develop such details as would be found necessary to perfect the union of the Companies, and to reconcile any antagonistic differences in the provisions of their Charters. The board of Directors has recently had this subject under consideration, and has agreed upon the following terms and conditions as being necessary to complete and perfect the consolidation of the two Companies, and recommend the same for the ratification of the Stockholders:

1. That the office of the Company shall be kept in the City of Savannah, and the Annual Meeting of Stockholders for the general transaction of business, the reception of the Annual Report of the President and Directors, and the election of Directors, shall be held in the same City on the Second Wednesday in February of each year.

2. That, at any meeting of the Stockholders, a majority of all the Stock shall be represented in person, or by proxy, to authorize the transaction of any business, except the reception of the Annual Report, examination of the affairs of the Company, and the election of Directors.

3. That all Stockholders attending the Annual Meeting of the Stockholders, shall be entitled to a free ticket on the Road, coming and returning.

4. That the Board of Directors, for the present, shall consist of Fifteen Members, each of whom shall hold in his own name Twenty-Five Shares of the Capital Stock of the

Company, and shall continue in office for one year, and until their successors are elected.

5. That the scale of voting in the consolidated Company shall be according to the Charter of the Atlantic and Gulf Rail Road Company, viz: that each Share shall be entitled to one vote.

6. That the provision of the Charter of the Savannah, Albany and Gulf Rail Road Company, making Five Directors with the President or President *pro tem.*, a quorum for the transaction of business, be adopted by this Company.

It would prolong this Report to great length to enter into a full explanation of the reasons of the provisions thus agreed upon by the Joint Board of Directors, but they are respectfully recommended to the consideration and adoption of the Stockholders as being either judicious in themselves, or necessary to the reconciliation of conflicting franchises of the two Companies.

JOHN SCREVEN, President.

Twelfth Semi-Annual Statement of the Pecuniary Affairs of the Atlantic and Gulf Rail Road Company, rendered to his Excellency, Joseph E. Brown, Governor of the State of Georgia, in accordance with the 8th Section of the Act of Incorporation of said Company, for the term ending 31st December, 1863.

Augusta and Savannah Rail Road Stock.....	700 00	Capital Stock.....	3,071,710 00
Wm. H. Bennett, Agent.....	56,835 00	Company's Bonds.....	841,200 00
Bonds of the State of Georgia.....	73,000 00	Freight Account.....	369,477 16
Branch to Latham's Canal.....	3,525 00	Guaranteed 7 per cent Stock.....	75,900 00
Condensate Bonds.....	11,800 00	Interest Account.....	6,563 82
Construction Account.....	3,157,724 53	D. Macdonald.....	1,875 00
Current Expenses.....	51,205 73	Mail Service.....	12,969 12
Cremality Account.....	9,000 00	Passage Account.....	247,060 57
Connecting line to Central Rail Road.....	4,677 47	Profit and Loss.....	147,448 90
Engineering and Surveying.....	1,320 00	John Screven.....	1,847 49
Florida Branch Rail Road.....	7,726 28	Suspense Account.....	3,619 33
Goods Lost and Damaged.....	3,026 99		
Improvements Savannah Depot.....	53,093 72		
Incidental Expenses.....	11,783 63		
Interest on Bonds.....	13,097 50		
Interest on 7 per cent Guaranteed Stock.....	2,642 64		
Improvement Altamaha Trindle.....	19,770 50		
Machine Shop at Thomasville.....	15,040 00		
Maintenance of Cars.....	81,820 04		
Maintenance of Motive Power.....	75,786 60		
J. M. Potter, Agent.....	6,022 18		
Printing and Stationery.....	3,612 68		
Repairs of Bridges.....	89,230 38		
Repairs of Road.....	70,239 10		
Retired Stock.....	260 100 00		
Right of Way.....	99,174 76		
Rolling Stock.....	222,703 52		
Real Estate.....	2,283 83		
Salary Account.....	7,519 43		
Savannah Depot.....	63,661 95		
Stock Killed.....	10,981 75		
L. M. Hamilton.....	40,965 76		
Dividends.....	221,916 52		
Cash Account.....	71,762 85		
	<u>\$4,779,770 49</u>		<u>\$4,779,770 49</u>

Savannah, January 31, 1863.

D. MACDONALD, Treasurer.

Superintendent's Report.

SUPERINTENDENT'S OFFICE,
ATLANTIC & GULF R. R.
Savannah, January 1st., 1864. }

Major JOHN SCREVEN, President. *

SIR:—I herewith submit to your consideration my Report of the operations of the Road for the last eight months, (two-thirds of a year,) commencing on the 1st of May and ending on the 31st day of December, 1863.

The earnings of the Road during that time have been as follows :

For Freight West by Regular Freight Train,	\$54,981 67	
“ “ “ Passenger “	3,031 37	
“ “ “ Express “	7,550 17	
<hr/>		
Total Freight West,	65,563 21	
For Passage West,	128,769 05	
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“ Freight and Passage West.		\$194,332 26
“ “ East by Regular Freight Train,	280,542 94	
“ “ “ Passenger “	8,335 14	
“ “ “ Express “	15,035 87	
<hr/>		
Total Freight East,	303,913 95	
For Passage East,	118,891 52	
<hr/>		
“ Freight and Passage East,		422,805 47
<hr/>		
“ “ “ “ “ and West,		617,137 73
“ Mails,		12,969 12
<hr/>		
Gross Earnings,		630,106 85
“ Expenses.		347,666 85
<hr/>		
Nett Earnings for eight months.		\$282,440 00

A new period having been fixed for the termination of the fiscal year of the consolidated companies, namely, the 31st of December—this Report embraces the earnings and expenditures of but eight months, or two-thirds of a year.

The earnings for Passage during the eight corresponding months of the last year were \$179,188 76, against \$247,660 57 for the present year, an increase of \$68,471 81. The earnings for Freight during the same time last year were \$124,180 61, against \$369,477 16 for the same months this year, an increase of \$245,296 55. The earnings for Freight and Passage last year were \$303,370 37, against \$617,137 73 this year, an increase of 313,767 36. The earnings for Mails were \$7,575 17 against \$12,969 12, an increase of \$5,393 95. The total earnings for the eight corresponding months last year were \$310,945 54, against \$630,106 85 this year, an increase of \$319,161 31, a fraction over 100 per cent. The earnings would have been much larger had the crops of the past year been sent forward as rapidly as they were last season. Large quantities of grain are kept housed—the owners in some instances refusing to dispose of it, and in others declining to fix their price.

The expenditures for the last eight months, or two-thirds of a year, have been as follows:

Transportation Expenses.—Including the Wages of Salaried Officers, Agents and Clerks at Savannah, Way Stations and Thomasville Depot, Conductors, Train Hands, Laborers at Savannah Depot and Way Stations, and clothes for them - - - - \$51,205 73

Incidental Expenses.—Including Advertising, Postage, Doctor's Bills, Medicines, Casualties, and all other contingent expenses, not enumerated under either of the other heads \$11,783 63

Repairs of Road.—Including Wages of Supervisor, Overseers and Negroes on Repairs—cost of Provisions, Clothing, Ties, Spikes, Tools, Repair Cars, R. R. Shanties, and all other material necessary for repairs of Road \$70,239 10

Repairs of Bridges.—Including Wages of Supervisor, Bridge Builders, Negroes engaged on Repairs of Bridges, cost of Provisions, clothing, Tools, Repair Cars, Spikes, Lumber and all other material and labor necessary for Repairs of Bridges - - - - \$39,230 33

Maintainance of Cars.—Including Wages of Master Carpenters, Employees in Carpenter Shops, cost of Oil, Tallow, Waste, Wheels, Axles, Castings, Lumber, and all other material required for operating, building and repairing Cars, - - - - \$81,820 04

Maintainance of Motive Power.—Including Wages of Master Machinists, Blacksmiths, Machinists, Engineers, Firemen, Laborers in Machine and Blacksmith Shops, cost of Oil, Tallow, Waste, Pack Yarn, Tools, Wheels, Axles, Castings, Fuel, Water and all other material required for operating and repairing Engines, - - - - \$75,786 60

Stock Killed - - - - 10,931 75

Freight lost and damaged, - - - - 3,026 99

Printing and Stationery, - - - - 3,642 68

Total Expenditures - - - - \$347,666 85

Total Earnings, - - - - 630,106 85

Nett Earnings, - - - - \$282,440 00

The increased expense for the months of November and December is owing to a large quantity of Meat, Corn, Shoes, &c., having been purchased for the ensuing year.

The expenditures for the last eight months have been \$347,666 85 against \$136,867 86 for the corresponding months of last year, an increase of \$210,798 99. The increase is to be attributed to the rapid advance in wages and the increased cost of all Rail Road material and supplies. It has been impossible to procure a sufficient quantity of some of the most essential articles to enable us to operate the Road

successfully, viz: Locomotives, Engines, Engine Tires, Copper Flues, Wheels, Axles, Car Springs and numerous other articles indispensable for repairs. Coal for Blacksmith purposes is becoming very scarce. The insufficiency of this article will no doubt ere long prove a source of great inconvenience not only to Rail Roads, but to the entire mechanical interest of the country, if some means are not adopted by which it may be supplied. Rail Road supplies of all kinds have advanced from one thousand to fifteen hundred per cent. and are still advancing.

The Stations on the line of Road, as a general thing, have been less crowded than they were last year, and Freight with the exception of Cotton, has been removed nearly as fast as it was offered. Cotton, in some instances, on account of provisions and Government supplies having the preference in transportation, has been required to remain longer at Stations than was desirable, not having means at our command sufficient to accommodate all interests. 9,644 bales of Cotton have passed over the Road during the last eight months, against 7,753 for the corresponding months last year, an increase of 2,211 bales. The increase would no doubt have been larger but for the reasons above cited—(viz: the want of sufficient transportation)—which prevented our offering any encouragement to shippers of Cotton. For further particulars relative to the business of the Road you are respectfully referred to table No. 3, showing a condensed statement of the number and amount of the principal articles transported over the Road.

The Rolling Stock, both Engines and Cars, during the past year have performed good service and have been severely taxed. In several instances, they have suffered for the material necessary for keeping them in thorough order. They have, however, with few exceptions, performed their work regularly and successfully, and with but few accidents. The majority of the accidents and detentions which have occurred, have been of a trifling character, generally occasioned by some slight defect in machinery, or from a wheel breaking or working loose on its axle.

We are indebted to the Central and the Charleston and Savannah Rail Roads, which have, in one or two instances, rendered us assistance when we have been much pressed with Live Stock, by sending a Stock Train to aid us in removing the Stock. Frequent efforts have been made during the year, to procure additional Rolling Stock, either by purchase or hire, principally from those Rail Roads in the hands of the enemy, which have been fortunate enough to save a portion of their engines and cars. All efforts, however, proved fruitless until recently, when two engines and sixty cars were hired from the Memphis and Charleston Rail Road. On the 23d October last a contract was closed with Mr. Ross, Superintendent of the Memphis and Charleston Rail Road, for cars at the rate of \$2 50 per day each and for two Locomotive Engines, the Stone Wall and the R. M. Patten, at the rate of \$20 per day each, all of which have been received, except seven cars, which are on the Road between this place and Montgomery. The Engine, Stone Wall, and 53 Cars are now in successful operation on the Road. The Patten is in the shop undergoing some repairs. Since that time three Passenger Coaches have been engaged at \$8 50 per day each. Only one of them however has been received as yet, owing to the impossibility of procuring transportation over the Montgomery and West Point Rail Road. The Track of this Rail Road being narrower than that of the Memphis and Charleston Rail Road, the Passenger Coaches of the latter will not pass their Tanks, Platforms, &c., until they have been removed. Mr. Cram, Superintendent, has very kindly offered to do all in his power to facilitate the transportation of the cars. Arrangements have recently been made with Major F. W. Sims, acting Agent for the Government, for two more Engines (the John Childs and the Limestone,) on the same terms; both Engines have been received and are now in successful operation on the Road. These Engines and Cars were delivered in Montgomery, Alabama, but owing as already stated, to the track of the Montgomery and West Point Rail Road being of narrower gauge than the track of the Memphis and Charleston Rail Road, the Cars and Engines

had to be removed from Montgomery to West Point, on trucks, built for the purpose, rendering it not only a slow but tedious and expensive operation. All of the Engines and a large number of the Cars required repairs to put them in safe condition for transporting Freight; all of which has been done, and the Cars, with the exception of the seven above mentioned, are in running order.

The Rolling Stock of the Company consists of

- 16 Locomotive Engines,
- 9 Passenger Coaches,
- 6 Baggage and Mail Cars,
- 3 Express Cars,
- 84 Box Freight Cars,
- 98 Platform Freight Cars,
- 19 Stock Cars,
- 1 Provision Car,
- 36 Repair Cars,
- 4 Crank Cars,
- Total number, 260.

Fifty-four of the above Cars are owned or controlled by the Memphis and Charleston Rail Road, viz: 1 Passenger Coach, thirty-one Freight Box Cars, sixteen Platform Cars and six Stock Cars—the remaining two hundred and six Cars are the property of this Company. Seven Box Cars have been turned out of shop at Thomasville since my last report, and two more will be placed on the Road in the course of a few days. The shop at Thomasville is still engaged in building Cars. The work progresses slowly, however, and is frequently thrown back for the want of material. For further particulars relative to the condition of the Rolling Stock you are respectfully referred to tables Nos. 7 and 8.

The Road bed is in as good condition as it was at my last Report. Several Bridges on the Eastern section of the Road have been filled in. The embankments are of a superior character. The embankments through the Altamaha swamps and low lands are quite extensive and will no doubt withstand any ordinary pressure of water. The Bridges, generally, are in very good order; such as are not in complete condition

are being repaired and put in order as rapidly as possible. The Lattice Bridge over the Altamaha has been extended 118 feet, at a cost of \$6,945 00. 424,308 feet of lumber have been consumed on Bridges during the past eight months. 12,089 Ties have been placed on the track and many more are needed. It has been found impossible to procure Ties as rapidly as they were required. Bids for proposals have been solicited and large prices offered, as an inducement, but notwithstanding this not over one fourth of what are needed have been contracted for. It has also been impossible to procure a sufficient quantity of lumber for repairs of Bridges. For further particulars relative to material used in repairs of Bridges and Road, you are respectfully referred to Table No. 6.

G. J. FULTON, Superintendent.

TABLE NO. 1.

Showing Expenditures for Eight Months, from May 1st, 1863, to January 1st, 1864.

1863.	Current Expenses.	Incidental Expenses.	Repairs of Road.	Repairs of Bridges.	Maintenance of Cars.	Maintenance Motive Power.	Stock Killed.	Freight Lost and Damaged.	Printing & Stationery.	Total Amount.
May,	\$3773 70	\$1934 37	\$3988 64	\$4182 04	\$5385 72	\$6668 32	\$227 00	\$135 02	\$379 33	\$26674 14
June,	4990 45	469 90	1965 39	717 40	5826 18	5446 13	331 00	618 21	807 00	21171 66
July,	6809 93	1203 45	7818 11	5961 27	8593 63	8866 57	1355 00	1026 35	204 60	41843 91
August,	3371 97	135 25	1555 06	241 18	8239 66	6428 70	124 00	60 00	420 50	20475 82
September,	6940 66	652 25	4042 45	3596 81	14066 96	14889 76	1154 15	57 00		45400 04
October,	6211 64	553 48	15791 97	4555 41	14907 54	7301 38	2089 60	608 66	421 00	52423 18
November,	6811 31	1336 50	11996 32	8377 07	16375 37	12786 69	2486 00	234 20		60403 37
December,	11296 07	5493 43	23181 16	11569 15	8424 98	13399 14	3165 60	287 55	1419 25	79274 78
	\$51205 73	\$11783 63	\$70239 10	\$39230 33	\$81820 04	\$75786 69	\$10931 75	\$3026 99	\$3642 68	\$347866 85

TABLE NO. 2.

Showing the Number of Passengers Transported over the Road and the Amount Received for Passage, Freight and Mails.

1853.	Passengers West.			Passengers East.			Total No. Passen- gers East & West.			Amount rec'd for Passage.	Amount rec'd for Freight.	Amount rec'd for Freight & Passage.	Amount rec'd for Mails.	Total Receipts.
	1st. Class.		Total	1st. Class.		Total	1st. Class.	2d Class.	Total					
	1st. Class.	2d Class.		1st. Class.	2d Class.									
MAY.....	2092	1192	3284	1310	701	2011	3402	1893	\$17635 10	35137 12	52802 22	6417 70	59219 92	
JUNE.....	2263	1433	3696	1692	1024	2716	3955	2457	19236 35	38041 45	57277 80	3785 98	61063 78	
JULY.....	3189	1611	4800	2644	1803	5047	6433	3414	19291 34	42469 88	61761 22	.....	61761 22
AUGUST.....	2893	1658	4551	2969	1606	4575	5862	3264	32466 08	49391 84	81857 92	.....	81857 92
SEPTEMBER.....	2634	1504	4138	2623	1434	4059	5259	2938	36447 25	49708 07	85955 32	.....	85955 32
OCTOBER.....	3309	1795	5104	2985	1638	4621	6292	3433	42159 30	55100 43	97259 73	.....	97259 73
NOVEMBER.....	2585	2014	4599	2482	1775	4257	5067	3789	37743 59	51867 44	89611 03	.....	89611 03
DECEMBER.....	3192	3356	6548	3171	3463	6634	6360	6819	42651 56	48960 93	90612 49	2765 44	93377 93	
	22164	14563	36727	0466	13144	33910	42636	28007	247660 57	378477 16	617137 73	12969 12	680106 85	

TABLE NO. 3.

Amount of the Principle Articles Transported over the Road from May 1st to December 31st, 1863.

1863.	COTTON.		Bales Hay and Fodder.	Bushels Corn.	Cords Wood.	Feet Lumber.	Lbs. Bacon.	Bls. Rosin & Turpentine.	Lbs. Hides.	Sacks Salt.	Lbs. Guano.	Lbs. Tobacco.	Sacks Flour.	Lbs. Wool.	Bushels Rice.	Bls. Syrup.	Bls. Sugar.	LIVE STOCK.				Lbs. Lard.	Lbs. Ammunition.	Bush. Ground Nuts.	Bushel Peas.	Bls. Flour.	Box Tobacco.	Casks Rice.	Bales Domestic.
	Sea Island.	Inland.																Hogs.	Cattle.	Horses.	Sheep.								
May.	428	231	913	21670	490	237500	67014	393	3679	3298	143	1551	167	1676	6792	144	67970	8	524	54	103	6636	8511	787	1490	275	392	88	.....
June.	1245	121	1231	21195	283	115630	84034	3	15153	3324	.....	3403	371	23034	5493	125	41155	20	1622	115	102	26340	1620	158	764	298	580	87	184
July.	738	86	1500	30984	350	225200	28142	.....	21700	2173	.....	.....	334	14943	3144	52	7487	.....	1785	194	162	7600	13825	170	472	38	540	151	984
Aug.	601	588	988	40359	570	143060	28410	.....	28293	5359	.....	242	1232	9861	1386	31	7321	43	1712	118	42	10778	25	70	1012	58	218	243	73
Sept.	132	514	119	40860	550	172900	30428	66	11735	5835	.....	1311	945	11005	870	111	9882	.....	2588	15	.....	3890	13210	116	272	92	246	228	59
Oct.	656	219	1215	28024	450	500350	16389	14	26778	7321	.....	6949	497	13310	422	86	1770	197	1770	59	.....	2641	12215	8	162	54	310	134	42
Nov.	40	630	612	15237	525	382700	18355	10	27320	6371	.....	15161	957	4054	.....	24	5225	23	1145	35	181	1272	8160	10	.....	64	311	199	35
Dec.	620	924	70	15415	905	188303	9624	82	9653	465	800	23305	84	1102	81	275	4303	1615	2436	62	220	1812	600	188	86	48	240	214	58
	4463	184	8449	213794	4108	2015146	271523	671	137347	38685	943	51933	5339	18915	18394	855	145116	1901	13562	652	810	60939	58086	1507	4258	339	2247	1344	643

TABLE NO. 4.

Earnings for the year 1860, '61, '62 '63, and from the 30th April to 31st December, 1863.

	1860.			1861.			1862.			1863.			Freight and Passage from 1st May, 1863, to 1st January, 1864.		
	Freights.	Passage.	Total Freight & Passage.	Freights.	Passage.	Total Freight & Passage.	Freights.	Passage.	Total Freight & Passage.	Freights.	Passage.	Total Freight & Passage.	Freight.	Passage.	Total.
May.	\$3051 04	1917 67	5028 71	5311 79	4070 90	9382 69	5720 47	6581 60	12302 07	12165 47	16767 99	289 3 16	35137 12	17665 10	52302 22
June.	2909 24	1804 79	4714 03	5187 54	3860 21	9547 75	4691 44	5522 48	10113 92	7654 22	12702 30	26356 52	38 41 45	19236 35	57277 80
July.	3408 66	2405 14	5813 80	5103 90	4728 39	9832 29	4695 51	6071 56	10767 07	13837 50	36625 57	50463 07	42469 88	19291 84	61761 22
Aug.	2239 83	2242 58	4482 41	7653 15	5850 69	13503 84	4372 23	5570 40	9942 63	15171 69	22393 9	37565 61	49 91 84	37466 18	81857 92
Sept.	4653 02	1902 01	5855 03	12282 62	5169 39	17552 01	3483 68	5164 23	8647 91	17170 35	23580 61	47550 96	49 8 07	36447 55	85965 32
Oct.	3310 80	2893 70	6204 50	12789 04	6780 09	19569 13	4076 43	15729 99	19806 42	17238 47	17537 17	34855 04	55109 43	42159 37	97269 73
Nov.	5031 78	3396 40	8428 18	18792 13	7662 05	26454 18	5594 31	15190 78	20785 09	20557 31	23849 11	49 6 40	51867 44	37743 59	89611 63
Dec.	6277 10	4971 18	11248 28	17493 56	7451 08	19663 61	6365 82	26123 31	33079 13	20326 60	212 1 9	4 538 69	46940 83	42551 46	90612 49
Jan.	10319 47	4837 27	15157 74	13896 61	9400 85	27294 47	939 00	21499 09	30896 09	318 6 33	18754 37	5 58 63			
Feb.	9250 17	4577 92	13828 09	108 0 74	7652 99	18473 73	7570 56	18089 70	25660 26	8398 58	17532 65	48436 10			
Mch.	6904 87	4356 86	11261 73	24782 37	8324 76	33107 13	9453 55	18909 33	28362 88	30045 94	13 11 31	63 46 25			
April	\$46632 35	40424 73	101057 08	147026 01	78238 34	225294 38	78543 93	106713 13	229257 12	21535 57	234 3 9	5 9888 6	378477 16	247660 57	67137 73
For Transporting Mail			5261 00			8853 80			8641 76			8 33 66			12069 12
Total Earnings.....			136 18 08			234148 24			247898 88			518121 12			63016 85

TABLE NO. 5.

Showing the Amount Received for Freight East and West and Amount Received for Passage, Mails, &c.

1863.	FREIGHT WEST.				FREIGHT EAST.				Total Freight.	For Passage.	Freight & Passage.	Mails.	Total Earnings.
	Regular Freight.	Pass'ger Freight.	Express Freight.	Total West.	Regular Freight.	Pass'ger Freight.	Express Freight.	Total East.					
May,	\$4886 22	412 07	1087 56	6385 85	27019 79	583 28	1448 20	28751 27	35137 12	17665 10	52802 22	6417 70	59219 92
June,	6324 19	500 58	941 62	7766 39	28190 38	1109 54	975 14	30275 06	38041 45	19236 35	57277 80	3785 98	61063 78
July,	6087 47	439 99	958 52	7485 98	32243 08	1271 70	1469 12	34983 90	42469 88	19291 34	61761 22		61761 22
Aug.	7377 68	344 17	726 79	8448 64	38298 28	927 92	1517 00	40943 20	49391 84	32466 08	81857 92		81857 92
Sept.	8303 93	309 70	856 62	9470 25	37183 28	803 81	2050 73	40037 82	49508 07	36447 25	85955 32		85955 32
Oct.	6519 50	323 45	972 22	7815 17	42805 48	1208 95	3270 83	47285 26	55100 43	42159 30	97259 73		97259 73
Nov.	7517 05	327 79	863 85	8708 69	39578 50	1339 44	2240 81	43158 75	51867 44	37743 59	89611 03		89611 03
Dec.	7965 63	373 62	1142 99	9482 24	35224 15	1090 50	2164 04	38478 69	47360 93	42651 56	90612 49	2765 44	93377 93
	54981 67	3031 37	7550 17	65563 21	280542 94	8335 14	15035 87	303913 95	369477 16	247660 57	617137 73	12969 12	630106 85

TABLE NO. 6.

Showing the number of Pieces and number of Feet of Lumber used in Repairs of Bridges,
and the number of Ties used in work performed on Repairs of Road.

	GREAT OGECHEE.		ALTAMHA.		BACK SWAMP.		FOREST POND.		FOUNTAIN BRANCH.		JONES CREEK.		DUNHAM POND.		BIG SAYLOR.	
	PCS.	FEET.	PCS.	FEET.	PCS.	FEET.	PCS.	FEET.	PCS.	FEET.	PCS.	FEET.	PCS.	FEET.	PCS.	FEET.
MAY.....		57	12154	4	922	18	8060	2	312				26	3228		
JUNE.....		187	21211	68	16336	64	10068									
JULY.....		120	12902	11	1064	122	25200				3	624				
AUGUST.....		70	13728			30	5600									
SEPTEMBER.....	14	1423	165	19742	35	9700	31	5840					6	1040	66	7164
OCTOBER.....	9	1573	58	7200	92	19504	13	2028							73	10752
NOVEMBER.....		66	13572	46	8664	4	3450				4	798			35	3248
DECEMBER.....		66	13160	17	3450						2	416				
	23	3001	779	113669	273	59640	278	51796			9	1768	31	4288	174	21164

	WILLA- OGECHEE.		ALABAMA.		ALABAMA.		OGECHEE.		SMALLER BRIDGE.		TOTAL.		No of Ties Put in.		Yards Ditch ing.		Iron Laid.	
	PCS.	FEET.	PCS.	FEET.	PCS.	FEET.	PCS.	FEET.	PCS.	FEET.	PCS.	FEET.	PCS.	FEET.	PCS.	FEET.	PCS.	FEET.
MAY.....			2	402					314	31660	405	48456	766	3140	5953		5	
JUNE.....									106	17000	3-1	57919	699	449	3858		3	
JULY.....			7	1196					122	16740	327	42594	659	181	6118		50	
AUGUST.....									20	1784	278	47876	1166	370	3121		47	
SEPTEMBER.....									24	3210	836	51472	1410	82	3820		23	
OCTOBER.....	7	834	46	8080					66	10520	333	66790	2389	227	1600		17	
NOVEMBER.....			120	28402					112	11954	361	65348	2365	30	1310		40	
DECEMBER.....					148	28152			64	8042	291	53514	2633	488	4470			
	7	834	175	38170	148	28152			807	100910	2710	424308	12089	4967	80250		185	

TABLE NO. 7.

Giving the Names, Character and Condition of Engines, and number of miles run from 1st May, 1863, to 1st January, 1864.

ENGINES.	BUILDERS.	CHARACTERS.	Size of Cylinder	Tons.	Commenced Running.	In what Service.	Present Condition.	Miles Run.	Cars haul'd.	Cords Wood.	Galls Oil.	Lbs. Td. low.	Lbs. Waste.	Cost of Repairs.
Wihlacoochee.	Rogers,	4 w.l. 5 ft. diam.	13 x 20	22	Nov. 1862.	Pass. & Freight.	Running Order,	10647	1219	2 5/8	94 3/4	223 1/4	130	551 99
Macon.	Hinkly,	" 5 "	" "	20	Jan'y. 1863.	Passenger,	" "	16400	1501	240 1/8	87	9 0	131	1150 78
Ogechee.	Baldwin,	" 5 "	13 x 22	22	Sept., 1863.	Pass. & Freight	" "	21585	1347	291 1/4	113 1/4	263 1/2	124 1/2	425 11
Piscata.	"	" 6 "	" "	22	"	"	Under Repairs,	25533	919	322 1/2	177	245	137	374 99
Ancilla.	Rogers.	" 6 "	13 x 23	22	"	"	Running Order,	20343	1253	259	119 1/2	214 1/8	132 1/2	276 96
Thornateeska.	Norris,	" 5 "	14 x 22	24	Dec. 1860.	Freight.	" "	18184	1464	364 1/2	102	239	132 1/4	243 05
Loni-dana.	"	" 4 "	13 x 21	24	Jan'y. 1863.	"	"	1317.	1348	277 1/4	97	217	147	605 04
Satilla.	Rogers,	" 5 "	13 x 20	22	March, 1863.	Pass. & Freight	Laid up for Tire,	10700	166	143 1/8	92 1/2	106 1/4	105	60 62
Ochlockonee.	Baldwin.	" 5 "	13 x 22	22	March, 1859.	"	Good Order,	14793	755	159 1/8	91	183 1/2	126	1389 17
Ocopitico.	Rogers,	" 5 "	13 x 20	22	Nov., 1859.	"	Running Order,	16530	1053	233 1/4	86 1/4	211 1/4	127 1/4	535 82
Patton.	"	" 5 6 "	15 x 21	30	Nov., 1863.	Freight,	" "	1816	233	47 3/8	25 1/2	46	39	170 00
Stonewall.	Baldwin,	6 " 4 2 "	" "	30	"	"	"	304	220	67 1/2	16 1/2	47	43 1/2	112 50
Altamaha.	Rogers,	4 " 5 "	13 x 20	22	Jan'y. 1857.	Shifting,	Out of Repair,	852	71	17 1/4	73	306 1/2	111 1/2	235 62
Tuttnall.	Baldwin,	4 " 5 "	" "	18	Sept., 1859.	"	Condemned,							113 00
Alapaha.	Rogers,	4 " 6 "	" "	22	May, 1859.	Freight & Pass.	Needs Tire,		26		3 1/2		93 1/4	23 00
John Childs.	"	4 " 6 "	14 x 22	27	Not out,	Freight,	Under Repair,				7 1/2	1 1/2	2 1/2	237 00
Limes one	Norris.	4 " 5 6 "	" "	26	"	"	"							

TABLE NO. 7.

Average number of Miles per

ENGINFS.	Cords Wood,	Gallons Oil.	Pounds Tallow.	Pounds Waste.	Pounds Yarn.	Cost per mile for Repairs.
*Altamaha,	50	11 $\frac{2}{3}$				3 $\frac{2}{3}$
†Satilla,	75	20	10	10		
†Alapaha,						
Ochlockonee,	93	157	76 $\frac{1}{2}$	117 $\frac{1}{2}$		9 $\frac{1}{2}$
Withlacoochee,	74	209	84 $\frac{1}{4}$	151		2 $\frac{1}{4}$
Ocopilco,	70	192	78 $\frac{1}{2}$	130 1-6		3 $\frac{1}{2}$
Aucilla,	78 $\frac{1}{2}$	185	93	154		1 $\frac{1}{2}$
Ogeechee,	73 $\frac{3}{4}$	181	77 $\frac{1}{2}$	174		2
Piscola,	73	109	91	171		1 $\frac{3}{4}$
Thornateeska,	50	178	75	137 $\frac{1}{2}$		1 $\frac{1}{2}$
Macon,	68 $\frac{1}{2}$	188	71 $\frac{1}{2}$	125 $\frac{1}{2}$		7 1-7
Louisiana,	47 $\frac{1}{2}$	135 $\frac{3}{4}$	60 $\frac{1}{2}$	89 $\frac{1}{2}$		4 $\frac{1}{2}$
Patton,	39	73	38 $\frac{1}{2}$	47 $\frac{1}{2}$		9
Stonewall,	60	25 $\frac{3}{4}$	7 $\frac{3}{4}$	7 $\frac{1}{2}$		30
‡Limestone,						
‡John Childs,						

* Gravel and Shifting. † Laid up for Tire.

‡ Undeagoing Repairs before being put on Road.

TABLE NO. 8.

Showing the Number of Cars, Character, Condition, &c

CHARACTER OF CARS.	No. of Cars	No. of wheels	CONDITION.	REMARKS.
*1st Class Pass. Cars,	9	8	9 in running order	
Mail and Baggage Cars,	6	8	6 " "	
Express "	3	8	3 " "	
Provision "	1	8	1 " "	
†Freight Box "	84	8	82 " "	2 in shop.
‡" Platform "	98	8	94 " "	4 " "
‡" Stock "	19	8	19 " "	
Repair Cars,	36	4	34 " "	2 needing repairs.
Crank Cars,	4	4	4 " "	
Total,	260			

* One hired from Memphis and Charleston Rail Road.

† Sixteen "

‡ Thirty-one " " " "

‡ Six

LIST OF STOCKHOLDERS.

Names.	Shares.	Names.	Shares.
Allen, Alex A		70 Bruton, Estelle	23
Arnett, F G		50 Brinson, M S	6
Arnett, O C		30 Barie, Aug	15
Arnold, R D		25 Bower, P S	12
Averett, Arch		2 Bulloch, W H	11
Alderman, Wm		5 Backer, Abm	257
Abrahams, J M		9 Bryan, Joseph	24
Alderman, Tim		5 Blake, Arthur	32
Andersen, H (estate)		3 Brigham, Henry	10
Anderson, J W		10 Burroughs, J W (adm'r)	5
Amorous, M		5 Burroughs, Benj	2
Anderson, J W [trustee]		2 Bassenger, W S	1
Armstrong, B R		10 Butler, A F	5
Ash, Sarah		1 Baker, W Q	5
Ash, Sarah (guardian)		1 Boston, John	10
Ash, Charles		2 Bennett, A F	1
Aiken & Burns,		5 Borchert, C F	7
Austin, Stewart		5 Brown, J A	5
Axon, R F		3 Butler, G (trustee)	1
Addison, J K		2 Borchert, A	5
Anderson, E C		20 Blair, F	2
Arnold, Mary E		5 Bandy, J W	2
Browning, J C		5 Berrien, J M (estate)	5
Beavens, G W		10 Bourke, Thos	1
Brown, G W		10 Barnett, Jane	5
Belsher, A P		10 Byrd, H L	1
Barrineau, H K	5 400	Butler & Frierson,	5
Bruton, B F		12 Bowen, M E (guardian)	20
Belsher, S W		15 Battersby, Wm	159
Bruton, D J		10 Burke, Wm	1
Belsher, A B	2 80	Curry, A S	10
Belsher & Belsher,		1 Curry, Duncan	10
Beville, J T		10 Crawford, J L	15
Beasley, Jas		1 Cherry, W H	1
Barrow, D C		20 Curry, M L	10
Bryan, L C	1 30	Culpepper, J M	5
Brandon, D S		5 Cloud, Mansico	5
Blount, Jacob		2 Caswell, M M	1 80
Barron, D C	20 800	Creech, D R and J B	2
Braswell, W B		5 Coalson, E B	5
Broughton, Lydia		10 Cooper, John	11
Bruton, B F		1 Culpepper, M J	5
Bourquin, G		4 Chester, Wm	5

Names.	Shares.	Names.	Shares.
Champion, A	47	Dees, J M (estate)	1
Cornwell, FW	22	Daughtery, Joel	1 30
Coachman, H M	10	Davidson, D	5
Curry, C A	25	Douglass, H	1
Chatham Academy,	26	Dunham, G W (agent)	50
Cumming, J B	50	Duncan & Johnston,	5
Cooper & Gilliland,	5	Dasher, Sol M	10
Cohens & Hertz,	10	Dickinson, J P	5
Collins, J P	3	Dekle, J G	10
Cooper, C P	1	Davis, L J	1
Cruger, N	1	Dickinson, J E	3
Cay, R	10	Dunham, J L	5
Cooper, J M & Co	5	Duggan, Martin	10
Condon, P	5	Demere, F H	1
Claghorn, J S	5	Darsey, B	2
Cunningham, John	5	Duncan, Wm	10
Chapman, J	5	Dickerson, H J	15
Cloud, C A	10	Doe, J F	2
Cohen, Solomon	10	Dasher, Jacob	3
Cranston, V	5	Dowell, Thos	1
Cox, Wm	1	Davis, W H	5
Cuyler, W H	5	Davidson, Wm	5
Courvoisie, J A	3	Davis, J O	5
Christie, Luke	5	Davis, J E (guardian)	2
Constantine, P L	2	Dixon, Wm	5
Constantine, B	5	Devane, W H	1
Cohen, M A	1	Dunning, W H	10
Conn, G M	2	Daniel, A	5
Curran, Pat	10	Eagerton, C A	1 20
Condon, M	4	Evans, J W	1
Cullen, Hugh	10	English, A J	1
Collins, S	30	Everett, J J	15
Cumming, Mont	40	Everett, J B	5
Campbell, C G	8	Everett, J	2
Dickinson, Wm	10	Ellis, W A	1 10
Dickinson, D J	3	Einstein & Eckman,	25
Davis, J M	2	Eaton, L A	1
Donaldson, J M	5	Eaton, M A	1
Donaldson, Jonathan	10	EEKMAN, S H	4
Donaldson, Reuben	10	Fleming, W R	5
Donaldson, W	10	Freeman, W B	1
Daffin, John	2	Fain, Thos P	2
Dickinson, G W	3 180	Fain, J T	2
Dickinson, S H	5	Forrest, S	5
Denmark, Thos J	5	Finlayson, J	20
Dugger, J N	1	Fawcett, A	15
DeLyon, I M	1 20	Fearnside, H N	5
Duggar, Jas P	1	Ford, W D (trustee)	10
Denmark, R J	1	Fleming, P W	5

Names.	Shares.	Names.	Shares.
Fulton, G J (trustee)		6 Geil, H	10
Fraser, S A		22 Gignillat, W R	5
Fleetwood, Green		5 Guilmartin, L J & Co	2
Foley, O (estate of)		25 Hodgson, Wm B	213
Fulton, Silas		3 Hines, D P	3
Falligant, J		5 Hines, Thos	5
Fulton, W P		1 Hicks, W	2
Fisk, S H		1 Howard, W	5
Falligant, J G		5 Holloway, W	5
Foley, John		1 Hopkins, F M D	1 20
Fabien, J L		2 Hodges, J C	10
Fleming, T W (agent)		2 Harrall, Davied	20
Flanery, J		4 Hardaway, R H	10
Flichman, S		5 Heard, W J	5
Ford, Thos C		10 Hays, Mrs Mary	15
Fullarton, A		25 Hogg, J E (trustee)	5
Green, Chas		100 Hart, A C	21
Griffin, R M		10 Herron, H W	5
Griffin, Len		5 Hays, Jas T	93
Girtman, John	10 300	Hardwick, T H	27
Gibson, J H		6 Horton, H P	259
Griffin, T B		3 Hardee, N A	93
Groover, Chas E		20 Hardee, Gen W J	50
Groover, Chas A		1 Hardwick, R A	15
Griffin, M S		26 Hill, J B	2
Groover, Abner		5 Howard, Jacob	5
Guiney, N	2 160	Hopkins, Cormack	5
Griffin, J M		2 Henges, Margaret	2
Gaudry, J B		15 Haupt, W L	1
Gilliland, John		6 Huger, T P	2
Groover, J H		6 Hines, Charlton	26
Gregory, E H	2 40	Haywood, A	11
Goodall, Seaborn		6 Holcombe, Thos	5
Gillum, H (trustee)		5 Heidt, E	2
Gammell, John		1 Henry, E D	1
Gnam, J F		6 Hines, J J & Bro	10
Gordon, G A		1 Harrison, John	1
Gainey, J		2 Houlehan, Martin	1
Gilbert, P H and children		5 Henderson, Thos	3
Gunby, J H		1 Hunter, W	2
Giles, W		4 Habersham, Mrs S	5
Grest, V		8 Hitchcock, J H	2
Grovensteen, B		1 Holbrook, Peter	2
Gaudry, J E		5 Hirsch, Herman	3
Grover, H C, F M and C D		8 Helmkin, Martin	5
Groover, C A		3 Houston, J W	5
Grimes, John		2 Haupt, John	1
Gwaltney, Z C (trustee)		7 Haupt, Wm L (trustee)	1
Gordon, Jas		9 Haupt, A J (trustee)	1
Gordon, Michael		14	

Names.	Shares.	Names.	Shares.
Haupt, A L. A J and J (trustees)		Luffborrow, M	10
Harrison, T D		7 Lillenthal, L	3
Hough, E C		10 Lillenthal, M	3
Hardee, W W		4 Law, H	5
Jones, M D		28 Lovell, J M B	1
Johnson, C H		10 Linton, B F	10
Jessop, I	1 20	10 Lippman, Joseph	17
Jones, Thos		Lathrop, H & Co	134
Jones, E A		93 Lamar, G B	114
Jessop, J		76 Lathrop, D & E S	131
Jones, A S		5 Lamar, C A L	32
Jessee, J D		10 Lincoln, W W	20
Jacobs, Peter		1 Leonard, Thos	10
Johnston, O & Co		3 Lavin, M	137
Johnson, Jas		2 Lovell, J M B (trustee)	5
Keene, A V	2 40	5 Lamar, T B	12
King, Willis (estate of)		Low, A	25
King, Jas		40 Munnerlyn, C J	85 6800
Knight, Thos S T		5 Mock, Harmon,	5
Kennedy, W M		15 McElveen, R D	5
King, C C	10 200	15 McElroy, A	2 100
Kine, W (trustee)		Maun, Saml S	3
Kollock, P M		5 Magriff P A	5
Kelly, J J		5 Morrison, Augus	5 100
Knapp, N B		5 McKennon, Neel	5 100
Kent, A		10 Miles, J J L	1
Kent, E		2 Morton, J O	10
Kenedy, John		1 McMullen, John	85
King, Mrs ES		10 Move, Obediah	3 60
Kubitshek, J & Bro		17 McLendon, J A	7
King, W J (in trust)		1 McMullen, W F	5 300
Lassetter, E		32 Mills, W J	1
Leffler, A		5 McCall, David	1
Lane, J A	10 500	8 Mitchell, I W	10
Lampe, C		Milton, W N	2
Lester, Jas J		17 Mizel, Mathew	1
Lester, Nixon N		10 Mitchell, R R	5
Lane, W G		3 McMullen, Jas	25
Linton, M W		10 Mehrtens, H C	43
Lama, John		20 Meinhart, H & Bro	18
Lloyd, Thos E		5 MacLean, Donald	2
Levy, J C		5 MacLean, J E	1
Linder, J F		1 MacLean, Richard	1
Luce, A B		1 McLean Kenneth	1
Lake, W		5 MacSorley, L	5
Legriel, L		5 Mills, Nancy L	2
Lacklison, R		1 Marshburn, Thos	1
Lachlison, Jas		15 Maxwell, J G	3
		15 Martin, Alex	1

Names.	Shares.	Names.	Shares.
McKinnon, J N & Co	4	Nevit, J W	5
Monahan, James	120	Norton, J R	5
Maxwell, R W	3	Owens, J W	10
Mitchell, W C	25	Ott, Geo	40
Mitchell, T C	25	Owens, Geo S	12
Mallard, J B	10	Olcott, W H	45
Moran, Ed	15	Olcott, D G	8
McHenry, James	5	O'Byrne, Jas	25
Monaghan, Hugh	10	O'Rourke, O	5
Morrall, Mrs C C	5	O'Connor, D	3
MacCoy, J S	5	Oliver, John	1
Mallard, R Q (trustee)	2	O'Byrne, E	5
Mallard, L J	1	O'Byrne, Jas H	5
McKenzie, D J	5	O'Connor, Dennis	5
Murchison, John	5	Orr, D W	43
Mallett, D & Co	1	Porter, Anthony	25
MacGowan, J S	2	Ponder, W G	50
Marsh, Mulford	5	Parham Ransom	25
Marshall, Mrs M	25	Potter, J M	5
McCall, R C	1	Poalk, M	3
Martin, W G	10	Powell, C N	2
McMahon, John	2	Parramore, A B	10 200
McIntire, R	3	Phillips, Wm	2
Martin, E H	5	Patterson, Wm	1 30
Mehrtens, J G	2	Peacock, Robt	10
McAlpin, A & Bro	5	Pugh, Thomas	2
May, W H & Co	5	Parramore, Noah	23
Mann, Margaret M	3	Parramore & McMillan	2
Meldrim, R	1	Powell, Wm	7
Magill, C A	1	Pierce, Wylly	5
Miller, E	2	Posey, Mrs J H	2
McCabe, E	2	Postell, Mrs S B	1
McAlister, J L	10	Potter, James	104
Minis, A (trustee)	5	Peltot, J F	2
Mallard, W S	5	Palmes, G F	5
McNiel, D V	2	Pendergast, Thos	2
Mabbit, H F	1	Purse, J A (trustee)	1
McIntire, A T	129	Patterson, S W	5
Miller, S S	7	Pinder, J W senr	1
Meinhart, J (trustee)	5	Quinn, W W	2
Nicholson, Jas	10	Quarterman, T W	1
Nicholson, H W	2	Quarterman, Hetty	2
Neely, J S	2	Rambo, Daniel	40
Nevitt, Lathrop & Rogers	42	Rogers, J S	50
Norman, J H	2	Roberts, Hiram	35
Nichols, Geo S	32	Rambo, Drury,	5
Nichols, G T	1	Rackley, W S	10
Nichols, D B	5	Rackley, Nathan	10
Naylor, Thos J	10	Rambo, Fielding	5

Names.	Shares.	Names.	Shares.
Rogers, Bradford	2 80	Snider, J I	2
Rambo, Marcellus		5 Smith, Thos R	1
Radford, Henry		5 Smallwood, W J	5
Reddick, Nicholas	10	Stone, J T	16
Redding, Jas D	1	State of Georgia,	7000
Ramsey, Richard	5 400	Snyder, John	295
Rawles, M	1	Stanley, L	1
Rawles, W H	1	Sweat, W C	5
Rowland, H H	5	Sanborn, Ira	5
Rowland, J C (guardian)	10	Sanborn, Ira jr	1
Rosenblatt, A	9	Seward, Jas L	10
Remshart, Wm	214	Shiels, P K	5
Remshart, Wm (guardian)	6	Scudder, John	10
Roschild, H	6	Savannah, City of	12383
Russell, P M	2	Scudder, Amos (estate)	10
Russell, Waring	1	Solomons, A A	10
Remshart, D (trustee)	8	Stibbs, Henry	5
Remshart, D.	2	Saussy, Mrs M G (executrix)	5
Rahn, Alex H	3	Shingler, W P	2
Richardson, J A	2	Stevenson, John	6
Rober, T	2	Seltzer, Henry	24
Robertson, Geo jr	5	Simpson, Miss C	4
Rosenband, J	5	Smith, Sarah	9
Raiford, R (estate)	2	Smith, Sarah (executrix)	9
Rahn, Irwin	7	Smith, Hannah M	9
Retterbush, J J	5	Smith, Sol B	10
Rowland, J C	25	Stark, John	5
Rambo, James,	3	Spears, Allan,	1
Remington, E	30	Slater, John	5
Rose, Wm	2	Smallwood, Wm	25
Retired Stock,	2001	Swicord, Geo	1 40
Screven, John	191	Spain, John W	131
Screven, Miss A	12	Stapler, J R	30
Screven, Thos F	181	Smith, Owen	25
Screven, Geo P	181	Swicord, A J	2
Screven, John (trustee)	10	Straws, Simon	1 20
Shaw, John	1	Smith, Thos R	10
Smith, W B	2	Smith, W B	5
Smith, Wm	2	Seckinger, Benj jr	3 270
Sorrell, Francis	3	Smith, Alex S	30
Shaw, Mary A	5	Sims, Allan M	1 30
Smets, A A	22	Swift, Sheldon	10
Sheftall, M jr	5	Strickland, H	8
Staley, G N	1	Stevens, Mrs J M (admin'x)	20
Stacey, E	7	Simpson, Miss C	4
Scranton, T D	5	Sandiford, R B	4
Stoddard, John	129	Smith, J L (trustee)	10
Schley, J M	7	Smith, J L	18
Stark, W W	5	Trulock, Sutton H	10 400
Sullivan, James	3		

Names.	Shares.	Names.	Shares.
Terrell, Robt R		5 Winn, T B (estate)	20
Thomas, J S	1 30	Walthour, W L	36
Turner, J V	100	Wylly, G W	36
Thomas, Richard		5 Wiltberger, W H	139
Thompson, Elsey		15 Weed, H D (trustee)	10
Tison, J M		100 Woodbridge, W	82
Thompson, David		10 Walden, Sarah F	5
Tutty, William		10 Wynn, W W	5
Treanor, John		135 Wallace, Norman	5
Tison, W H		29 Weed, H D	52
Taylor, W S		1 Whitehead, B	5
Troup, D H B		5 Wilson, Charles	5
Tebeau, L C		1 Webb, J T	2
TenBroek, J D		2 Winn, J W (estate)	8
Tefft, Nelson		10 Williamson, John	10
Thompson, J C		1 Williams, Wm	5
Telfair, Mrs. Margaret		10 Wragg, J A	1
Tinsley, W B		1 West, C W (estate)	5
Thomasson, H J		1 Waldburg, Jacob	40
Turner, M E		3 Wolfe, Nicholas	11
Union Society, building fund.	18	Wood, E F & Co	10
Union Society,		5 Williams, J M	5
VanHorn & Humphries,		4 White, Christopher	30
VanHorn, Charles		6 Winn, J Wilson	2
Villalonga, J L		2 Wayne, Thos S (administrator)	8
Vaun, Elsey		5 Wayne, Miss V W	2
Whaley, J H		6 Watts, J G	5
Wolffe, H & Bro		6 Walthour, Mrs M A	5
Wright, A P		25 Walthour, Miss	5
Waters, B D		6 Walthour, Taylor	5
Whitaker, J		10 Walthour, Robert	5
Whaley, J H		5 Williams, W T	6
Wade, Elijah		5 Walthour & Snyder,	30
Widdon, J J	1 20	Young, E R (estate)	123
Williams, Frederick		5 Yates, Wm	5
Wisenbaker, R H		5 Yates, Joseph	6
Wooten, Redden		10 Yonge, Col W J	5
Whipple, B F		1 Yonge, Easton,	2
Wilkins, S C		16 Yonge, W P	5
Wise, Henry		10 Young, Philip	37

30597

30597 shares paid in full.
 207 " " in part.

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